

CITY OF JERSEY CITY

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Jersey City Planning Board Unanimously Adopts New Circulation Element of the Transportation Master Plan

JERSEY CITY – The Planning Board of the City of Jersey City unanimously adopted a new Circulation Element of the Jersey City Master Plan at a public hearing on Tuesday, April 14, 2009.

The Circulation Element, also known as Jersey City Mobility 2050, will guide the formation of policy and investment in the City's multi-modal transportation network, including light rail, PATH, bus, ferry, jitney, bicycle facilities, sidewalks and roadways, in order to meet current needs and to support anticipated redevelopment.

Implementation of the recommendations of the Circulation Element will result in a city that is "greener" and more competitive by enhancing public transportation, providing a safe and comfortable environment for bicyclists and pedestrians, and minimizing roadway congestion.

The Circulation Element recommends the advancement of a wide range of projects, including, but not limited to, the construction of an off-road alignment for the East Coast Greenway, the extension of the Hudson-Bergen Light Rail across Route 440 to the Bayfront I Redevelopment Plan area, the implementation of the recommendations of an on-going study of local bus service, pedestrian safety improvements on Central Avenue and Martin Luther King Jr. Drive, and traffic signal timing coordination citywide.

"Jersey City continues to grow and be a magnet for development and investment despite the global economic downturn," said **Mayor Healy**. "It is imperative that we maintain and expand the capacity of our multi-modal transportation system in order to support the quality of life of our residents and foster continuing economic and housing growth in the city."

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The Circulation Element is comprised of text, maps and graphics. Highlights of the Circulation Element include:

- A vision statement and a set of goals, objectives, and strategies that support the vision
- An action plan that identifies specific actions for each goal, as well as a potential lead agency, potential funding sources, cost estimate, and anticipated timeframe for implementation
- A set of data-driven indicators to measure the attainment of the goals of the Circulation Element
- Design guidelines for local roadways that emphasize the accommodation of all users, including pedestrians, bicyclists, and motorists. The design guidelines include provisions for bike lanes, where feasible, in conjunction with on-street parking.
- A traffic calming plan that includes a catalog of traffic calming devices and guidelines for installation on local streets
- A sidewalk maintenance plan
- Technical data including results of the survey of residents and workers in Jersey City and traffic counts

The new Circulation Element is the result of a two-year collaboration between Jersey City staff, an interdisciplinary consultant team, a Technical Advisory Committee, and the general public.

The effort was spearheaded by the Jersey City Department of Housing, Economic Development, and Commerce/Division of City Planning. Numerous other experts served in a technical advisory capacity, including professional staff from the NJ Department of Transportation, NJ Transit, NJ Turnpike Authority, Port Authority of NY and NJ, NJ Meadowlands Commission, Hudson County, and the Jersey City Division of Engineering, Traffic and Transportation.

The consultant team of T&M Associates, Medina Consultants, Eastland Systems Group, and TechniQuest Corporation were selected by committee in December 2007 following an extensive proposal solicitation process.

Three public meetings were held prior to the Planning Board hearing to solicit public input on draft work products. Additionally, a focus group was conducted to prepare for the first public meeting, as well as a mobility survey of residents and workers. Project information and key draft products were posted on the project Web site: <http://www.jerseycitymobility2050.com/>

The City budgeted \$280,000 for the development of the new Circulation Element. Grants covered most of the cost: 72 percent was federally funded by a grant from the North Jersey Transportation Planning Authority (NJTPA), and 11 percent by a grant from New Jersey Urban Enterprise Zone Authority.

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Jersey City is approximately 15 square miles with an estimated population of 246,000 and is arguably the fastest growing municipality in New Jersey with one of the highest transit use and non-auto travel patterns in the country. Jersey City is a dense urban environment with a population that is economically, racially and linguistically diverse. It is also home to a complex, multi-modal transportation system that consists of roadway, extensive bus service, the PATH train, the Hudson-Bergen Light Rail, an extensive bus network and jitney services, ferry, and bicycle/pedestrian accommodations. Jersey City is also a regional employment center with approximately 14 million square feet of high-quality office space located in downtown Jersey City. The City experiences a significant amount of through traffic to and from Manhattan via the Holland Tunnel in addition to its own local traffic. Also within this environment is a highly complex set of development regulations for over 20 different land use zones and over 70 separate redevelopment areas.

All media inquiries should be directed to Jennifer Morrill, Press Secretary to Mayor Jerramiah T. Healy at 201-547-4836 or 201-376-0699.///